

London City Airport Interim Application - Potential Effect of Projected PSZs on Employment and Gross Value Added (GVA)

Likely Effect of Projected PSZs on Development Potential										
PSZ	Site No.	Name	Sub Area	Floorspace potentially foregone (GEA) m2	Intended Use	Employment Density (m2 per FTE)	Employment Density Classification	Estimated Effect on Potential FTE Employment	Estimated Contribution to GVA per Employee#	Estimated Contribution to GVA
East	1	Dock		0	n/a	0		0	£27,363	£0
East	2	Albert Island	North	0	"Field of Lilies"	0		0	£27,363	£0
			South	0	ground floor commercial	0		0	£27,363	£0
				0	residential	0		0	£27,363	£0
East	3	Woolwich Manor Way		0	road	0		0	£27,363	£0
East	4	Royal Albert Basin	North	0	open space within development	0		0	£27,363	£0
			South - Area 3	0	boat yard and workshops	0		0	£27,363	£0
			South - Area 4	0	residential	0		0	£27,363	£0
				0	ground floor commercial	0		0	£27,363	£0
East	5	River Thames		0	n/a	0		0	£27,363	£0
East	6	Existing residential		0	residential	0		0	£27,363	£0
East	7	Metropolitan Open Land		0	n/a	0		0	£27,363	£0
East	8	Tripcock Point		0	approved residential led mixed use	0		0	£27,363	£0
West	1	London City Airport/Dock		0	n/a	0		0	£27,363	£0
West	2	Connaught Bridge		0	road	0		0	£27,363	£0
West	3	Silvertown Quays		0	approved residential led mixed use (built out within DfT guidelines)	0		0	£27,363	£0
West	4	Royal Victoria Dock Jetty		0	road	0		0	£27,363	£0
West	5	Pedestrian Bridge		0	Pedestrian Bridge	0		0	£27,363	£0
West	6	Dock		0	n/a	0		0	£27,363	£0

West	7	Landmark Site	6,200	A1/B1 use	20	Average Town Centre Retail (adjusted for internal floorspace) and General	286	£27,363	£7,830,028
West	8	Silvertown Way	0	road	0		0	£27,363	£0
West	9	Dock Road Industrial Estate	1,500*	B1, B2 and leisure	41**	Average Industry, Office General/City of London, Leisure	37	£27,363	£1,005,171
West	10	Dock Road	0	road	0		0	£27,363	£0
West	11	Olympic Relocations Site	3,250*	B1, B2 and leisure	41**	Average Industry, Office General/City of London, Leisure	80	£27,363	£2,177,871
West	12	DLR Corridor	0	DLR Station	0		0	£27,363	£0
West	13	Thames Wharf	3,000*	B1, B2 and leisure	41**	Average Industry, Office General/City of London, Leisure uses	73	£27,363	£2,010,343
West	14	River Thames	0	River	0		0	£27,363	£0

<b>Total</b>	<b>476</b>	<b>£13,023,413</b>
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\* As no development plans are currently in place, it has been assumed that development would consist of a two storey building covering half the site.

\*\* As no specific information on use is available for these sites we have assumed an employment density that reflects an average of B1, B2 and leisure uses.

# Estimated Contribution to GVA per Employee taken from Nomis Annual Survey of Hours & Earnings

**NOTE:** These calculations are likely to be substantially overestimated due to the following reasons:

- PSZ contours are considered imprecise by nature due to their reliance on estimating the chances of an accident occurring and the consequences of it. Therefore they are not intended to be interpreted in such a definitive manner as required by LBN and provided accordingly in this Second ES Addendum ;
- many of the sites that partially fall within the extended PSZs do not yet have firm redevelopment plans and so the jobs that might be associated with them are no more than theoretical at this stage;
- the extent to which the layout of these sites could be arranged to maximize employment outside of the land falling within the projected PSZ is unclear; estimates have been made on the basis of very limited planning information and it is therefore possible that some of these jobs might not be foregone or displaced at all. In many cases, some minimal modification of the site layout could be all that is needed to retain the full job generation potential;
- existing jobs within the boundary of the projected PSZs, which would be lost if the site were to be redeveloped, should be offset against the number of jobs that could be created by the allocated future use and would have the effect of reducing the net number of foregone jobs. It has not been possible to obtain data on existing jobs in order to do this but it is understood that a number of employers currently occupy these sites;
- the extent to which the jobs could be simply displaced within Newham, or within the Core Area surrounding the Airport, rather than lost altogether, is impossible to estimate with any accuracy but suitable alternative sites may exist in the Borough.